### O. R. & N. AND OPEN RIVER tions have already been made. The in-

PAVORS PRACTICAL IMPROVEMENT AT THE DALLES.

Did What It Could to Assist Bont Railway Enterprise, Even Giving Part of Right of Way.

In view of the tendency in some quarters to account for the O. R. & N. opposition to the proposed state appropriation for a portage rallway at the dalles of the nbia on the theory that that company has always been against any means that promised to help the river commerce, it is recalled that the railroad is on re ord as distinctly in favor of the boat-railway enterprise, which was once adopted and has been only negatively abandoned within the past year. This fact was clearly brought out in a hearing before the committee at Salem a few days ago, where correspondence as far back as the time when Major McNeill was receiver was submitted to show the attitude of the officers of the O. R. & N. respecting the boat ratiway, the only plan then under consideration for giving relief at the

More recently the O. R. & N. signified its willingness to co-operate with the Government in that improvement by offering to adjust its right of way for the convenience of the boat-railway line. The railroad company acquired a wide strip of land, so as to admit of the shifting of its tracks out of the way of the boat rall-way. By the relocation of the railroad at at that point a considerable part of the old right of way, as well as some of the newly acquired property, was necessary to a proper route for the boat railway. The O. R. & N. Co. offered to exchange with the Government so that the boat railway would have a direct line. A conthis exchange was drawn and approved by the engineers, and it now lies in the department at Washington. The O. R. & N. has done its part, but additional legislation is required to enable Government to carry out its end of the agreement. Now that the canal and locks plan of improvement has practically superseded the boat-railway scheme, the contract for right of way along the O. R. & N, track is simply so must waste paper, but it showed the good will of the railroad

company, Captain Langfitt says that in all ne gotiations for opening the upper Columbia the O. R. & N. Co. has been more than courteous. It has always been willing to grant any reasonable assistance and to of retaliation against the Southern Parate in measures that would enable cific, which announced cheap California the Government to make the most of its rates at which the Santa Fe deemed to opportunities there.

#### NO REASON FOR COMPLAINT. So Say Traffic Men of Oregon City Rate Readjustment.

All the truffic men doing business with Oregon City say the dispatch published yesterday morning pertaining to the advance of rates to that point was erroneous. There has been a slight readjustment of the rate schedule in which advances were made in a number of articles, but There has been no change whatever in the rates on express matter. "It is hardly likely that the advance amounts to \$1000 a month, when all the freight charges paid in Oregon City do not come up to that figure," say the

A dollar a ton has been the merchandis

for many years between Portland

Oregon City and it is retained at figure in the new tariff. Furniture,

lumber, beer, poultry, pianos, wagons, caives and a few other articles have been evanced. Carrots, potatoes, grain, flour, feed and millstuff, hay and straw (baled), shaved hoops, ice, onions, salt and sugar remain at 5 cents per 100 pounds. Other commodities vary in rate, but all are above the 5 cents. The traffic men do not think teamsters will make much money freighting for less than \$1 a ton. sident Hurlburt, of the Oregon r Power & Railway Company. which has for a long time been handling the bulk of the Oregon City business, said yesterday that some advance had been made because of the increased cost of conducting transportation as well as everything else these days, but that there was no design to inflict a hardship on Oregon City business and if there was

the others might do. General Freight Agent Miller, of the O. R. & N., admitted if the new rates were high enough to pay for transporta-tion by freight teams they were too high and must be reduced. But he said that Oregon City people had had their freight handled for almost nothing and he did not see that there could be legitimate ob-

anything inequitable in the new tariff he would correct it so far as his com-pany was concerned, regardless of what

A. B. Graham, of the Oregon City Transportation Company, said his com-pany had not materially advanced its rates and he had heard of no particular objection to the rates charged since Feb-many 1. Of course, it was not to be ruary I. Of course it was not to be expected that the old hard times condi-tions should prevail always. The beats have to pay their men more now than rly and have to pay more for sup-The cost of transportation was much greater than it was a few years ago and a reasonable advance should be ex-

At the office of Generi Freight Agent Coman, of the Southern Pacific, it was said that the advance did not by any means cover all commodities nor was it unreasonable on any article. When a plane or a wagen or a mowing machine or a horse rake, all set up ready for operation, can be carried for \$1.50 the rate is not regarded as in any sense ex-

### DENSITY OF RAILROAD TRAFFIC. Seventeen Times Greater in England

Than in America. LONDON, Feb. 6.—Presiding at a meeting of the shareholders of the London & Northwestern Rallway, H. W. Campbell remarked that if the company did not adopt American methods it was simply because what was termed economy in one would rank as extravagance in cr. The officials had experimented with large freight cars and they were found quite unsuited for their require

ing, when the "right" speller must be artificial before he can learn to spell the
way our English is spelled. Spelling English is no sign of intellect as arithmetic
and other subjects are, and should, therefore, never be made, a test in any examin-Regarding the passenger traffic, Mr. Campbell said that while the length of the railroads in the United States was nine times greater than those of Great Britain, the latter carried twice as many passengers, or about 18 times as many per mile

The returns of accidents, Mr. Campbell further remarked, were considered un-usually instructive. Not a single passen-ger was killed in Great Britain during 1901, while 240 were killed in the United States that year. Four hundred and seventy-six were injured in Great Britain against 4192 in that year in the

### NEW ROAD TO SAN FRANCISCO. To Pass a Little North of the Central Pacific.

SAN FRANCISCO, Feb. 6.-There are indications that San Francisco is to have another transcontinental railroad line. road which the San Francisco Terminal Railway Company proposes to of agriculture in the build will run from Oakland through Hay- | commercial treaties. wards, Livermore, Stockton, Marysville and Oroville. From that point it will fol-low branches, of the Feather River to Beckwith Pass, over to Purdy on the state line, and then across Northern Nevada and Utah to connect with one of the four big Eastern lines that end at Ogden or in

Western Wyoming. -It is asserted by an official of the company that satisfactory Eastern connec-

SHE WILL CARRY HEMP corporators of the company are local men, but there is a widespread belief that the Gould interests are behind the enterprise.

rated with a capital stock of \$15,000,000,

for the purpose of building a road from Stockton to the California-Nevada state

line by way of Sacramento. Oroville and

NO OFFICIAL STATEMENT YET.

Harriman Harmony.

Rock Island stock in part or in whole pay

that the Southern Pacific, which is con-

Chenn Rates to June 15.

to provide against the anticipated scarcity

of hands in orchards and vineyards in the

ate Spring months, and still further to

Pacific Company and connections have

all Eastern points. Fruitgrowers and oth-

sistance it would be impossible to success

Company has removed all apprehension.

TOPEKA, Kan., Feb. 6.-Notice was to

to continue in effect until June 15 the one-

NEW YORK, Feb. 6.—The London & Northwestern Railroad Company is ar-

ranging, according to the London corre-

spondent of the Tribune, to send a depu-tation to the United States to study the

deputation will have an electrician and ar

system of electric signaling. The Scottish

rallway companies are also anxious to pick

up hints from the United States, and a

deputation from the Caledonia Company may accompany the Northwestern officials on the 25th inst.

Wrecked Cars Brought to Shops

The O. R. & N. rolling stock injured

upon its own trucks but the three cars are much dilapidated and will require a large share of rebuilding. The total dam-

shoulder blade and is making speedy re

Railroad Brevities

Assistant General Freight Agent Adams.

of the O. R. & N., is spending several days on the lines in the interior.

Eleven cargoes of rails are afloat from

appointed Claude W. Meldrum city pas-

St. Paul.

ations.

senger and ticket agent at Seattle, to suc-

between Minneapolis, St. Paul and Chi-cago provided with the Book-Lovers' Li-

OUR AWFUL LANGUAGE.

Spelling of English Words No Proper

PORTLAND, Feb. 5,-(To the Editor.)-

and progressive in almost everything else, is so very unpractical and almost silly in spelling their own language. And by all

means let us have a reform in this respect

means let us have a reform in this respect and have it without delay.

Let the words be spelled as they are pronounced, and let us quit our foolishness by talking one thing and writing another, regarding pronunciation. To the writer it is almost a credit to a person the most of the property of the series of t

to see him spell the words as they are spoken, showing that he is a natural be-

(The ability to spell the English lan-

guage may not be competent evidence of

a logical or analytical faculty. It does, however, signify a very certain retentive

capacity, and also a more or less exten-

sive course of reading. For these reasons,

as well as the fact that it is necessary

that our spelling, arbitrary though it

may be, must be mastered by those who

would write, it would seem perfectly

proper to include it in a test of eleman-

Will Care for Agrarians.

BERLIN, Feb. 6.-At a banquet of the agricultural council held last night, Chan-cellor von Bulow, referring to the com-

tary scholarship.)

be an inopportune time.

treasury.

The Terminal Company is incorporated for \$6,000,000, and it plans to connect San PROPOSED CRUISE OF THE LITTLE Francisco with the San Joaquin and Santa Clara Valleys. These plans, it has been explained, are connected with the plans of the Stockton & Beckwith Pass Railroad SCHOONER ANITA.

ompany, which is being promoted by the me men and which has been incorpo-Will Act as Tender of the Philippine Plantation & Commercial Company, an Oregon Corporation.

the Beckwith Pass, Terminals have been acquired, fran-A craft that is attracting much atten tion on the water front is the little schooner Anita, now being overhauled on thises have been obtained, rights of way have been secured and numerous surveys have been made, but the promoters of the the ways at Supple's boatyard, at the foot have been made, but the promoters of the of Belimont street. This vessel belongs to road have maintained much secrecy re- M. F. Henderson, president of the Philippine Plantation & Commercial Company, a corporation formed in Oregon for the purpose of raising and shipping hemp. The officers of the company are: Presi-But Rock Island Is Now Included in dent, M. F. Henderson; vice-president, A. B. Gritzmacher; secretary and treasurer, NEW YORK, Feb. 6.—The principals in the Rock Island-Union Pacific-Southern W. A. Dempsey; general manager, H. L. Heath. The Anita will be loaded with Pacific deals have not yet issued an official | lumber, a hemp press and other materials statement, nor is it likely that they will | necessary in the operations of the comstatement, nor is it likely that they will do so until the agreement has been ratipany's plantations, and, upon delivery of fied by their respective boards. It may be stated on the best authority that an ex-tension of community of interests has the cargo, will be used in the interisland trade, carrying merchandise from Manila to the provinces, and hemp, copra, gum been entered into, that the Rock Island woods, etc., to Manila.

will share control of the Houston & Texas Central road. The terms include giving General Manager Heath has been in the islands for a year and a half, and in that time has investigated the plantation busiment for the Houston & Texas Central stock bought, and this presumably means ness thoroughly. Secretry Dempsey left for Manila last night, to remain four or five months, during which time he will trolled by the Union Pacific, will take an equal amount of Rock Island into the make a thorough investigation of provincial conditions, with the view of fur-ther extending the operations of the company. To do this, it will be necessary for visit many of the small islands SAN FRANCISCO, Feb. 6.-In order to south of Manila, and the greater part of econd the efforts of California producers his time will be spent in that work.

### BIG LUMBER CARGOES.

Two Ships En Route From San Fran-

encourage the incoming of farmers with families, E. O. McCormick, passenger traf-fic manager, announces that the Southern cisco to Lond at Portland. The British bark Crown of India, 1885 tons, Sauter master, left San Francisco concluded to extend from April 30 to June 15 sale of low-rate colonist tickets from vesterday for Portland. She is under charter to Balfour, Guthrie & Co. to load lum-ber for South Africa. In a few days the ers feared that without some material as-German ship Peru, 2006 tons, Shierloh master, also at San Francisco, will sail harvest the expected great yield of The action of the Southern Pacific for this port, to take on a cargo for Liverpool. She is also chartered by Balfour, Guthrie & Co. It is unusual to ship lumher from this Coast to the latter port, and only the great decline day given by the Santa Fe of its intention freights in the last few months has made way colonist rate of \$33 to California

such business possible.

Another big lumber cargo that will go points. This action is taken as a method foreign from Portland next month will be carried on the German bark Alsternixie, now four days out from San Francisco, for this port. This vessel has a registered tounage of 2002. The Pacific Export Lumber Company will furnish her with a cargo, and she will sail for Tsingtau, China. Another heavy cargo to be taken out in March will be the Government lot of lumber that the steamer Pak Ling will carry to Manila. The steamship Elm Branch, which is loading a monster cargo at Inman, Poulsen & Co.'s mill, for latest American rallway methods. This. Siberia, will be ready to sail-in a few official competent to go thoroughly into every point connected with the American

### CHINA COMMERCIAL. Arrangements Completed for Starting the New Line.

SAN FRANCISCO, Feb. 6.-The China Commercial Steamship Company, Limited, has completed all arrangements for its new line between China, Japan, Mexico and San Francisco, and on March 27 the first vessel of the fleet will leave Hong in the wreck near Bingham Springs a week ago last Sunday reached the shops in Albina last night. The engine was Kong. J. V. C. Comfort, for the past three years freight agent at this port for the Kosmos Line, has been appointed general agent for San Francisco, General Lowell J. Bullard, of the City of age is estimated at \$15,000. The one pas-senger who was at the time thought to be seriously hurt suffered the fracture of a representative at that place, and Elliott Lange have been installed as agents at Manzanillo. Lyman K. Maury, of this city, is general counsel for the steamship apany in the United States and Mexico

The line will be inaugurated with chartered steamships, each with a carrying capacity of from 7000 to 5000 tons. Those Antwerp and Rotterdam for the Pacific so far chartered are the Lothian, Atholi, Northwest. Five ships have rails for the Ching Wo and Clavering. Canadian Pacific and will go to Vau-couver. Six of the vessels are bringing steamer every 28 days. The vessels will have accommodations for a large number rails for relaying the Southern Pacific track in Southern Oregon. of steerage passengers, but for the present the company will make no attempt to General Western Passenger Agent A. B. C. Denniston, of the Great Northern, has enter the regular passenger trade.

Vancouver-Victoria Ferry. The Canadian Pacific Railroad has just received notice that the new steamer built ceed S. Gardner Yerkes, who resigned a received notice that the new steamer built month ago to become advertising agent of the Vancouver-Victoria run has been the Great Northern, with headquarters in at once. The new vessel was built by For the convenience of patrons, T. W.
Tensdale, general passenger agent of the North-Western line, has made arrange-ments to have the North-Western Limited

The new vesset was built by Swan & Hunter at Newcastle-on-Tyne, and is a model inland water steamboat. The Princess Victoria was given a speed trial soon after she was launched, mak-The Princess Victoria was given a speed trial soon after she was launched, making 181/4 knots an hour for four hours' continuous steaming. The steamer left New-castle-on-Tyne January 29 for Vancouver. brary. There will be 50 volumes on each library-buffet car, in addition to the usual supply of periodicals. The books will be changed frequently as new books appear. She will proceed under her own steam, accompanied by an ocean liner, and will reach Cape Flattery, according to calcu-

### Report Is Denied.

lations, some time next month.

A report printed to the effect that The Dalles, Portland & Astoria Navigation Company has bought out the White Collar line met with positive denials at the of-PORTLAND, Feb. 5.—(To the Editor.)—
In your paper of Monday you have a "special" from Albany telling how school children in a certain district were poor appliers, which fact was brought forth during a recent examination.

Now, Mr. Editor, the children are not to blame for this. The spelling of the English language is so bad and so unnatural, that it should never be made a test of intellect if a person can spell that language or not. And it is a real pity that language or not. And it is a real pity that language or not. And it is a real pity that the great Anglo-Saxon race, so practical

Repairs to Shipping.

The repairs to the tail shaft of the steamship Elm Branch, lying at Inman, Poulsen & Co.'s mill, have been completed. The vessel was loaded down at the bow and lightened aft, so that the part to be repaired would be above water. The work of loading will now proceed

without interruption. The copperdam around the bow of the British ship Bidston Hill, at Davidge's dock, has been completed, and the work of patching up the broken plates begun. The damage was done by striking a rock in the Lower Columbia, while the ship was being towed up to this city.

Rules Do Not Affect Coast Trade. VICTORIA, B. C., Feb. 6.-The new regulations recently passed at Ottawa, which permitted to be transported between two Dominion points in vessels other than those permitted to engage in the Canadian coasting trade on pain of seizure, will not apply to this Coast. A private dispatch received by some interested mer-chants from John McDougali, Commis-sioner of Customs, says: "New regulaflons are not intended to interfere at present with transit privileges accorded heretofore on Pacific Coust waters."

Big Schooner Lawson Is Ashore. VINEYARD HAVEN, Mass., Feb. 6 .-The seven-masted schooner Thomas W. Lawson, coal-laden, from Newport News for Boston, struck on the Middle Ground

caused by a freight train on the side track, and the fact that Mr. Morsey was slightly deaf, it is probable that he did not hear the warning, for he was struck squarely in the back and thrown several feet. He left a wife and an 8-year-old son. It is probable that a Coroner's in-quest will be held tomorrow.

Wentherby Goes East for Trial,

The St. Nazaire left down yesterday, in tow of the Ocklahama.

Bay, Eureka and San Francisco with groceries, barley and laths. The Riversdale moved from Greenwich dock to Irving, the Musselerag from Mer-sey to Oceanic and the Scottish Minstrel from Fuller's to Columbia No. 1.

The steamer Homer has sailed for Coos

The Columbia left for San Francisco last night with a big cargo, consisting of 3249 sacks of potatoes, 718 sacks of flour and a quantity of jute, shooks and paper. The lighthouse-tender Manzanita has gone to Willapa Harbor, Gray's Harbor, Destruction Island and Umatilia Reef, or a tour of inspection. Commander Calkins is on the tender.

Domestic and Foreign Ports ASTORIA, Feb. 6 .- Condition of the bar at at M., rough; wind east; weather rainy. San Francisco, Feb. 6.-Sailed-British bark Crown of India, for Portland; steamer Lee-lanaw, for Ladysmith; schooner Bella, for Siusiaw River; barkentine Northwest, for Ever-

ett; steamer Empire, for Coos Bay. Arrived-Steamer Queen, from Victoria; steamer Cone-maugh, from Tacoma. Tacoma, Feb. 6.—Arrived—Steamer Texana. from New York. Sailed-Steamship Victoria, for Yokohama; German steamer Rameses, for

Seattle, Feb. 6. — Arrived — Steamer Edith. from San Francisco.

Hoquiam, Wash., Feb. 5. — Arrived — Brig
Lurline, schooner Argus and steamer Coguille cener Argus and steamer Coquille River, from San Francisco for Aberdeen schooner Kailusa, from Honolulu for Abe

Seattle, Feb. 6.-Sailed-Steamer Texan, for Queenstown, Feb. 6.-Sailed-Merion, for Bo Copenhagen, Feb. 4.-Sailed-Hecla, for New Liverpool, Feb. 6.-Sailed-Bovic, for Ne

### AT THE HOTELS.

THE PORTLAND.

THE PORTLAND.

C S Jackson, Pendietn Glenway Maxon, Milw Sol Kraft, Chleago
A L Kenyon, N Y
E E McCrary, Kendallylile, Ind
E D Goodrich, N Y
G H G Guild, N Y
H Hamburger, S F
G G Guild, N Y
H B Newell, San Fran J
L G J Greene, DavenSeattle
J S Howell, San Fran J
L G J Greene, Davenport, Is
A B Newell, Santle
A B Newell, Santle
A B Newell, Santle
W C Chase & w. Chgo
W J Kelly, N Y
W J Kelly

Mrs M T Rowiand.Chg
Joseph Lendan, S F
W Pettygrove, S F
W D Conner, Seattle
H Rogers, Boston
H A Latta, Battle Crk
Mr & Mrs Ollie Mack,
N Y
Jos M Gaites, N Y
C S Jones, Phila
J T McMaster & son,
San Francisco
W H Cross, Winnipeg
I Cohn, San Fran
Louis Sloss, Jr, do
Sadie Conner, Seattle
Edw Kelly, San Fran
John W Eddy, Bay
City, Mich
E-N Camp, Chicago
W D Conner, Seattle
L Warner, Buffalo
H D Gibbs, Cornelius
F W Leadbetter, city
M Moyer, San Fran
John W Eddy, Bay
City, Mich
E-N Camp, Chicago
W D Conner, Seattle
L Warner, Buffalo
H D Gibbs, Cornelius
F W Leadbetter, city
M Moyer, San Fran
G H Arley & W, Pendieton
J M Church, La Grand

B. N. Campt, Chicago W. D. Canner, Seattle C. W. Thompson, Tacoma H. S. Winans, Denver J. A. Fenger, San Fran D. L. Killen, Sumpter J. A. Morton, Seattle Fred Jaynes, San Fr. H. Seattle M. C. Reichards, Sumpter J. M. C. Richards, Sumpter

Geo W Simon. Seattle
G K Burton, San Fr
H H Sovel, San Fr
H H Sovel, San Fr
H H Sovel, San Fr
Mr Jones, Spokane
Ed H Cobb, San Fran
Ed H Cobb, San Fran
I L M Warner, Goldendi
N C McLeed, Eigin
S S Hayes, Monroe
Jos A Campbell, Seattl
J H Masterson, Eigin
F H Hudemann, Fendeleton
F W Luangham, Wash
J H Manny, Chicago
Russell Ormsby
Wm Bennett, Mimpis
Mrs Bennett, Monnound
Mrs McMall, FairI M W H Werd, Rochester
Geo D Rushmore, S F
H V Gates, Hillsboro
W H Werter, Bay Cliy
W W Reed, Rochester
Geo D Rushmore, S F
H V Gates, Hillsboro
W H Wells, Roseburg
J E Mould, San Fran
T W Corder, Troutdale
J L Buell, St Paul
W C Anderson, city
Mrs Bishop
N W H Wells, Roseburg
J E Mould, San Fran
T W Corder, Troutdale
J L Buell, St Paul
W H Wells, San Stant
Mrs E Raymond, do
J L Carter, Hood Rivr
Mrs Huderson, do
W C Mallory, city
Miss Neison, Sants
Mrs Benderson, Taema
Mrs H nuletson, do
Geo W Utt, Ione
H A Mills, Ione
THE IMPERIAL

J M Arthur, city
Mrs G A Hartman,
Pendicton

P H Hudemann, Fend, Mrs G A Hartman,
Mrs G A Hartman,
Pendicton

cellor von Bulow, referring to the completion of the new German customs fariff, announced that the government would
give particular attention to the interests
of agriculture in the negotiation of new
commercial treaties.

A guaranteed Cure for Piles.

Itching, Blind, Bleeding and Protruding Piles,
No cure, no pay. All druggists are authorized
by the manufacturers of Pago Olntment to refund the money where it fails to cure any case
of piles, no matter of how long standing. Cures
of curing custs in six days; the worst cases in
it days. One application gives case and rest.
Relieves itching instantly. This is a new discovery and it is the only pile remedy sold on a
positive guarantee, no cure, no pay. Price 50c. THE IMPERIAL.

Gus Bassett, Milwk
Jacob North, San Fr
M P Watson, Seattle
F W Shoffield, Chicago John W Gunn, Seattle
C J Simeral, Salem
G D Denny, Seattle
H D Wood, Seattle
J D Combs, John Day W A Gilnz, Oakland
M O Peck, N Y
J Levin, St Paul
M A Baker, McMinnylSchiller B Hermann,
W Rosenblatt, San Fr
I L Blum, Gestport
F H Brown, San Fran
D H Humphrey, 60
Jas Finlayson, Astoria Jay Lucas, Dalles
THE ST CHARLES

Wentherby Goes East for Trial,
BUTTE, Mont., Feb. 6.—A special to the
Miner from Billings, Mont. says that
Charles T. Weatherby, who is wanted at
Luverne, Minn., on various charges of
forgery, said to amount to about \$15,000,
decided to waive the formality of a requisition today and left with Sheriff Black,
of Luverne, for the East this morning,
Chester Clegg, who is wanted on a charge
of embezzlement in Luverne, also accompanied the Sheriff.

Dunearn May Be Safe,
HONOLULU, Feb. 6.—(Via Pacific cable.)—The bark Andrew Welch last Sunday sighted a ship answering the description of the overdue British ship Dunearn,
28 days from Cardiff, for Sitka, Alaska,
The vessel was sighted in latitude 23, longitude 12. She was standing northeast
away from here.

Schooner Sequola to Sail.

ASTORIA, Or., Feb. 7.—(Special.)—The
steam schooner Sequola arrived down the
river this morning and took on the deck
a load of lumber, which she discharged
here when she came into the river in a
disabled condition. She is expected to
leave out for California tomorrow.

Marine Notes.

The St. Nazaire left down yesterday, in
tow of the Ocklahama.

The steamer Homer has sailed for Coos

Mar Leverne, Assortia Jay Lucas, Dalles

The St. Nazaire left down yesterday, in
tow of the Ocklahama.

The steamer Homer has sailed for Coos

The steamer Homer has sailed for Coos

Mar Coosett, do

Union
Jay Lucas, Dalles

W E Mathews, Salem
W C Minelow, Salem
W C Winelow, Salem
W C Winelow

J P Crossett, Pendleta T B McCully, Seattle Mrs Crossett, do C A Taylor, Kelso W E Sweany, Miles C W J Furnidge, Crab-J P Crossett, Pendleta T B McCully, Seattle
Mrs Crossett, do
W E Sweany, Miles C V A Taylor, Keliso
U E Sweany, Miles C W J Furnidge, Crab
J C Cochran, Glenwood
Those Carson, Castle R Master Furnidge, do
John Bird, Stella
Mrs Bird, Stella
Ella Bird, Stella
Florence Bird, Stella
James Bird, Stella
James Bird, Stella
James Bird, Stella
James Bird, Stella
Martin Bird, Stella
Martin Bird, Stella
G V Peterson, Eufaula
A Peterson, do
A Strifall, do
E C Howard, Stella
G V Peterson, Eufaula
A Peterson, do
A Strifall, do
E C Howard, Stella
E L Murphy, Prescott
Mrs Murphy, Prescott
Geo Murphy, Prescott
Geo Gibbons, Mayville
G V Peterson, Edical
G G Plummer, Perrydal
G Plummer, Perrydal
G Plummer, Victoria
F Hotton, Minnespoils Mrs Gibson, Victoria
Prank Gibson, Victoria

Hotel Brunswick, Seattle. European plan, popular rates. Modern mprovements. Business center. Near

Tacoma Hotel, Tacom American plan. Rates, \$3 and up. Hotel Donnelly, Tacoma. First-class restaurant in connection.

Rainier Grand Hotel, Seattle, European plan. Finest cafe on Coast. Hdgrs naval, military and traveling men. Rooms en suite and single. Free shower baths. Rates, Il up. H. P. Dunbar, prop.

Express Company Free From License BUTTE, Mont., Feb. &-A special to the Miner from Helena says that the Supreme Court today decided that no franchise tax could be collected from the Northern Pacific Express Company by the State of Montana, because the conern was engaged in interstate business.

Keeps Wheat Warm in Kansas, TOPEKA, Kan., Feb. 6.—Special advices from Decatur County, in the extreme orthwest portion of Kansas, state that a foot of snow has fallen since midnight on the level. Farmers are jubilant over the wheat prospects,

# ASK YOUR GROCER FOR **Walter Baker's**



The FINEST COCOA in the World Costs Less than One Cent a Cup Forty Highest Awards in Europe and America

Walter Baker & Co. Limited Established 1780 Dorchester, Mass.

# Curse

WHITE RIBBON REMEDY

No taste. No odor. Can be given in glass of rater, tes, or coffee without patient's knowl-White Ribbon Remedy will cure or destroy holic liquors after using White Ribbon Remedy, Indorsed by Members of W. C. T. E. Mrs. A. M. Townsend, Secretary of the Woman's Christian Temperaines Union, Baston, Mass., writes: "I have tested White Ribbon Remedy on very obstituate drunkards, and the cures have been many. In many cases the Remedy was given secretly. I cheerfully recommend and indorse White Ribbon Remedy, Members of our Union are delighted to find a practical and economical treatment to aid us in our temperance work."

For rale by druggists or by mail, II per box. Trial package free by writing, MRS T. C. MOORE CO., State Supt. of Prass. W. C. T. U., Ventura, Cal.

Sold in Portland, Or., by Woodard, Clarke & Co. Fourth and Washington streets.



### THEORIES ABOUT CATARRH.

Peculiar Ideas Regarding a Common Disease.

Mark Twain's cure for a cold in the head was simple, but he claims very ef-fective in his own case; his plan was to eat nothing whatever for 24 hours, or pre-sumably until the trouble had disap-

Although not able to speak from personal experience is to the effectiveness of this treatment, it certainly has the merit of extreme economy, but it occurs to us that the application of it to a case of pasal catarra might be attended with difficulties.

Catarrh, as everyone knows, is a chronic cold in the head, and Mr. Twain's treatment, if it should become a fad, would make of us a nation of fasters—an army employing the chronic fasters—an army emulating the example of the immorta-Tanner, who achieved worst-wide fam by fasting 40 days.

Catarrh is certainly becoming a na

tional disease, and there is little doubt but that errors in diet, particularly overenting, is a very common cause, Most people, however, are more inter-ested in the cure of the trouble than in the cause, and modern medical science has produced more effective and less he remedies than Mr. Twain's, Hydrastin is a new remedy, very effect tive in some forms of Catarra. Red Gum is another, which, on account of its anti-

septic properties is very valuable, while many severe cases of Chronic Catarrh have been entirely cured by the san-guinaria, or extract of blood root, alone. Within a year an enterprising chemist has combined all of these remedies in tablet form printable and convenient and the superiority of this tablet over other catarrh remedles is so apparent that all druggists now carry them is stock to supply the popular demand.

They are called Stuart's Catarrh Tablets, and it is doubtful if any medicine has achieved a national popularity in

so short a time as this, Stuart's Catarrh Tablets are used by thousands of traveling men because they can be carried in the pocket and used any time and in any quantity, being free from Cocaine, opiate or any poisonous

They clear the head and throat from the disgusting secretions of catarrh, very often in a few hours' time. For nasal Catarrh they are far superior to any wash, lotion or ointment, the use

of which is often as inconvenient and an-

noying as the disease itself. For coughs, colds, bronchial catarrh and catarrh of stomach these tablets give immediate relief and a permanent cure where lotions, douches and inhalers make no impression whatever.

This preparation is a boon to caterrh

sufferers, and any druggist will tell you that Stuart's Catarrh Tablets is a remedy that has come to stay.



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For Salem, Corvallis Mondays, doe P. M. and way points, steam Wednesday Theesdays, or Ruth, Ash street Fridays.

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A. M. Sunday only, 10:00 A. M.
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